

**AMENDMENTS TO THE CLAIMS:**

This listing of claims will replace all prior versions and listings of claims in the application:

**Listing of Claims:**

1-22. (canceled).

23. **(Currently amended)** A method for processing information output by a primary flight equipment mounted on board an aircraft, in a form sampled at a first rate ~~with a view to~~ for being delivered after processing, to a flight conduct system of the aircraft, in a form sampled at a second rate lower than the first rate, wherein the samples of information output by an item of primary flight equipment are submitted to an anti-noise digital filtering carried out at the first sampling rate.

24. (Previously Presented) The method as claimed in claim 23, wherein the anti-noise digital filtering is an anti-aliasing filtering disabling the frequency components higher than half the second sampling rate.

25. (Previously Presented) The method as claimed in claim 23, wherein the anti-noise digital filtering is an anti-aliasing filtering disabling the frequency components lower than half the first sampling rate.

26. (Previously Presented) The method as claimed in claim 23, wherein the anti-noise digital filtering is an anti-aliasing filtering disabling the frequency components higher than half the second sampling rate and those of frequency lower than half the first sampling rate.

27. (Previously Presented) The method as claimed in claim 23, wherein the anti-noise digital filtering is a first-order low-pass filtering.

28. (Previously Presented) The method as claimed in claim 23, wherein the anti-noise digital filtering is a second-order low-pass filtering.

29. (Previously Presented) The method as claimed in claim 23, wherein the anti-noise digital filtering is a low-pass filtering of Butterworth type.

30. (Previously Presented) The method as claimed in claim 23, wherein the anti-noise digital filtering is a bandstop filtering of Butterworth type.

31. (Previously Presented) The method as claimed in claim 23, wherein, when the processed information originating from a primary flight equipment is affected by noise exhibiting energy spikes, the anti-noise digital filtering is a filtering with stopbands corresponding to the energy spikes of the noise.

32. (Previously Presented) The method as claimed in claim 23, wherein the anti-noise digital filtering is a filtering with sliding average operating on several samples.

33. (Previously Presented) The method as claimed in claim 23, wherein the anti-noise digital filtering implements a transfer function dependent on the flight configuration of the aircraft.

34. **(Currently Amended)** A device with redundant architecture with two parallel lines for the processing of signals from primary flight ~~equipments~~ equipment mounted on board an aircraft, said signals being available at a first rate, in a sampled form and as several versions and intended to be delivered after processing, still as several versions, to a flight conduct system of the aircraft, in a form sampled at a second rate lower than the first rate, wherein ~~[[it]]~~ the device comprises, at the head of each line, ~~following a multiple buffer memory, a multiple anti noise digital filter filtering in parallel the various available versions of signals from primary flight equipments and operating, like the multiple buffer memory at the first sampling rate~~ following a buffer memory, an anti-noise digital filter filtering in parallel with the other anti-noise digital

filters the various available versions of signals from the primary flight equipment and operating, like the buffer memory at the first sample rate.

35. (Previously Presented) The device as claimed in claim 34, wherein the multiple anti-noise digital filter is an anti-aliasing filter disabling the frequency components higher than half the second sampling rate.

36. (Previously Presented) The device as claimed in claim 34, wherein the multiple anti-noise digital filter is an anti-aliasing filter disabling the frequency components lower than half the first sampling rate.

37. (Previously Presented) The device as claimed in claim 34, wherein the multiple anti-noise digital filter is an anti-aliasing filter disabling the frequency components higher than half the second sampling rate and those of frequency lower than half the first sampling rate.

38. (Previously Presented) The device as claimed in claim 34, wherein the multiple anti-noise digital filter is a first-order low-pass filter.

39. (Previously Presented) The device as claimed in claim 34, wherein the multiple anti-noise digital filter is a second-order low-pass filter.

40. (Previously Presented) The device as claimed in claim 34, wherein the multiple anti-noise digital filter is a low-pass filter of Butterworth type.

41. (Previously Presented) The device as claimed in claim 34, wherein the multiple anti-noise digital filter is a bandstop filter of Butterworth type.

42. (Previously Presented) The device as claimed in claim 34, wherein, when the processed information output by a primary flight equipment is affected by noise exhibiting energy spikes,

the multiple anti-noise digital filter is a filter with stopbands corresponding to the energy spikes of the noise.

43. (Previously Presented) The device as claimed in claim 34, wherein the multiple anti-noise digital filter is a filter with sliding average operating on several samples.

44. (Previously Presented) The device as claimed in claim 34, wherein the multiple anti-noise digital filter has a transfer function dependent on the flight configuration of the aircraft.